Sullivan Seems in Fine Condition to Meet Corbett.

THE BIG FELLOW IN TRAINING.

He Looks Every Inch a Fighter, and Has a Voice Like a Bulldog-He Says He Would Not Train Again for a Million Dollars.

[Copyright, 1892, by American Press Associ-



Orleans, Sept. 7, before the famous Olympic club. He looks every inch a fighter, as he trains daily at Canoe Place Inn, Good Ground, L. I., under the watchful eye of genial Phil Casey, the handball champion. He is every inch an autocrat, too, and it is doubtful if the czar of all the Russias exacts more careful attention from

his minions than Sullivan. The champion is stern aggressiveness from the tips of his toes to his slightly gray hair. His voice is harsh and guttural, ore like the growl of a bulldog than anything else. When he speaks some one moves, and if that some one does not move with alacrity Sullivan turns his head to one side after the manner of the canine mentioned and gives the some one a glance out of the corners of his black eyes that never fails to produce the desired results. Training is the hardest kind of hard work, and as it is not at all to Sullivan's taste it does not tend to make him feel amiable. He says emphatically that he would not train again for a million dollars, and while this may be Sullivanesque hyperbole, the inducement would surely be a great one that would make the champion again apply the jackknife of exercise and whittle sixty pounds of flesh from his stalwart

Sullivan is naturally gruff and bellicose in his appearance, even in everyday life, and when he has his hands up in battle array his fierce appearance cowes an ordi nary opponent and makes him more fearful of the result than before he entered the

Canoe Place Inn, the picturesque spot where Sullivan is at work, is an almost inaccessible place nearly seventy miles from New York, but this fact does not deter hundreds of people from visiting the cham-pion every week. His training quarters are located on the upper floor of a barn, and each day fifty or sixty people crowd into the end of the barn and watch the great John L. punch the bag, skip the rope, get his rub down and take his shower

The day I saw him train he was about to begin his gymnasium work. He sat on the edge of a small black framed bed, clad in black trunks, gray shirt, white socks and black tennis shoes, and a leather belt



SKIPPING THE ROPE.

encircled his ample waist. He did not look at peace with all the world, but rather as though the world and the fifty members of it that were staring at him made him very, very tired. Finally Sullivan arose from the bed,

growled an order to his Japanese valet to tie the punching bag more securely to its rope, donned a pair of light gloves and waited for the Jap to do his work. It was one of the hottest days of the year, and the prospect of having to punch a leather football for half an hour did not seem an inviting one to the champion.

At last the ball dangled securely from

the ceiling. Sullivan growled a few more

orders in a voice that apparently came from the neighborhood of his tennis shoes, swaggered toward the ball, cast a flerce glance out of the corners of his eyes at it and then gave the inoffensive sphere a blow with his right fist that nearly tore it from the rope. Again and again he sent his big fists against the ball until it played a vigorous tattoo upon the ceiling. Oceasionally he would get careless, and as the ball came back with terrific speed and banged him between the eyes, he would growl good naturedly, "One for the ball." He chewed gum constantly and pounded away at the ball until the perspiration dripped from his sunburned, smooth shaven face. At the end of twenty minutes he was panting a little, but after a pause of a few moments big Jack Ashton, his sparring partner, handed him a half inch rope, which he grasped by the ends and began skipping as gracefully and easily as a miss of twelve years. He held his feet close together and without bending his knees sent his 212 pounds of bone and brawn up into the air by the spring of his toes. Minute after minute the champion continued the exercise until Assistant Trainer Billy Morgan announced that he had skipped the

Sullivan then handed the rope to his Japanese valet and, wholly unabashed by the presence of half a hundred people, literally stripped himself and was vigorously rubbed down by Casey, Ashton and Morgan. Then he tumbled into the bed and was covered up with heavy blankets. A few moments later he threw off his coverings and posed for a photographer with his powerful back to the camera. His skin was a warm, healthy pink, but hardly a muscle was visible. Every one was in its proper place, however, and each was as ong and hard as steel, but all were so perfectly molded to his great bones and so hidden by his pink flesh that he did not impress one at first glance as being parcularly muscular. The second glance, however, corrected the erroneous impression, for every line of the champion's hercutean frame, from his great arms, broad shoulders and thick chest to his large,

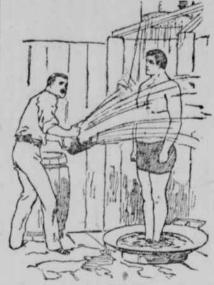
strong, shapely legs, was eloquent of power. As I glanced admiringly at the champion I mentally compared him with his opponent, the young California giant, whom I had seen similarly stripped but a few days before. Corbett was the taller by several inches, but Sullivan outweighed him by twenty-five pounds. Cor-

be fully as much power behind his blows as there was behind those of Sullivan, but giant that he was the Californian seemed almost fragile compared with the champion. Their styles of fighting the bag differed greatly, but each was master of the

same terrible short arm right hand blow.
"Which will win?" I asked myself, but the only answer I could conjure up was the scho "Which!"

"That's all, Mr. Sullivan," said the photographer, and the champion stalked across the barn and stood under the shower bath for several seconds. Then Morgan brought pail after pail of water and dashed them full in the spluttering champion's face. "Another pail," the big pugilist would growl after each ducking, and Morgan would obey with alacrity. Some of the water would enter the champion's open mouth and the remainder would stream down his brawny form.

After the shower bath Sullivan stretched himself at full length upon a big board incline and received another rub down. He then donned his training clothes and



THE SHOWER BATH.

was off at once for a swim in Peconic bay. At 1:30 he had lunch, and after a two hours rest took a ten mile tramp over rough sandy roads, returning for dinner at 7 o'clock. At 9 o'clock, his day's work ended, the champion went to bed.

His rising time is about 5 o'clock and his first work is a nine mile walk, after which comes breakfast at 8:30. Between breakfast and 11 o'clock he rests, but from 11 until 1 he does his work in the gymna-The champion does not box or wrestle, and he no longer plays handball. When he began to negotiate for the fight with Corbett he weighed 270 pounds. fore he began training in earnest he weighed about 246 pounds, and he tips the scales at present at about 210 pounds, his regular fighting weight. Trainer Casey will get the champion down to 208 before they leave for New Orleans. Sept. 1, so that if Sullivan gains two pounds during the trip he will still be able to enter the ring at 210 pounds.

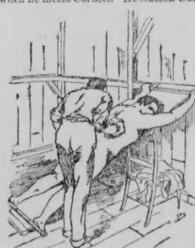
As Corbett intends to weigh in at 188 pounds Sullivan will be twenty-two pounds heavier than his adversary. Corbett's admirers say that this extra weight will be a detriment to the champion, but the latter's friends declare that Sullivan tipped the beam at about 210 pounds when he whipped Jake Kilrain, July 8, 1889, and that his victory proved that he could fight like a tiger

at that weight. Corbett's admirers claim, too, that Sullivan is old for a fighter and that the ring has seen very few men of thirty-four years who could hold their own against younger men. They add further that Sullivan has been dissipated and that advancing age and a wild life have made him a much poorer man than he was three or four years

The Sullivan men answer these arguments with the simple statement that there never has been but one John L. Sullivan, that he is the greatest fighter the world has ever seen, and that consequently age and alleged dissipation have not affected him as they would have affected the ordinary first class pugilist.

Sullivan himself says that he is in better condition today than he was three years ago when he whipped Kilrain, and that if Corbett will only stand up and fight him he will defeat the Californian in a few rounds. Corbett, on the other hand, declares that he would not accept \$15,000 as the price of not meeting Sullivan, for the reason that he will get \$35,000 if he wins, and he believes that he has more than half a chance to get away with both Sullivan and the coin.

Sullivan was born at the Highlands, near Boston, Oct. 15, 1858, and consequently will be very nearly thirty-four years old when he meets Corbett. At sixteen Sulli-



GETTING A RUB DOWN.

van already possessed considerable local tenown as a fighter, and after a few appearances at Boston boxing matches his fame as an invincible pugilist spread rapidly. His first notable victory was over Professor John Donaldson, of Cleveland. Sullivan knocked the Ohio man out in ten rounds. One after another-George Rooke, Joe Goss, Steve Taylor and several other good men-were bested, and finally Sullivan won the American championship by whipping Paddy Ryan in 1882.

Sullivan then offered to knock out any man in the world in four rounds. He whipped Jimmy Elliott in this manner, but failed to best Tug Wilson. In 1883 the Sullivan-Mitchell boxing match was stopped by the police. Since then Sullivan has whipped Slade, the Maori; John M. Latlin, Dominick McCaffrey, Frank Herald, Jake Kilrain and others, and has fought a draw with Charley Mitchell. EARLE H. EATON.

During the opidemic of flux in this county in 1888, I had hard work to keep a supply of Chamberlain's Colic, Cholera and Diarrhosa Remedy on hand. People often came ten or twelve miles in the night to get a bottle of the remedy. I have been seiling patent medicines for the past ten years and find that it has given better satisfaction in cases of diarrhora and flux than any other medicine I have ever handled.—J. H. Benham, Druggist, Golconda, Pope county, Ill. Over five bundred bottles of this Remedy were said in that court during them. over he bundred bottles of this Remedy were sold in that county during the epidemic referred to. It was a perfect success and was the only remedy that did cure the worst cases. Dozens of persons there will certify that it saved their lives. In four other epidemics of bowel complaint this remedy has been equally successful. 25 and 50 cent bottles for sale by Owens & Minor Drug Company, 1007 east Main street.

Thusnelds.

weighed him by twenty-five pounds. Corbett seemed the quicker on his feet, his reach was greater, his work at the bag casier and smoother, and there seemed to "Thusnelda at the Triumphal Entry of Germanicus Inte Rome" is the title of the beautiful picture in colore. 8 by 14 inches in size, which will be given free with next Sunday's Times.

AUCTION SALES. This Day.

HIGH CONSTABLE'S SALE. By virtue of an order of the Circuit Court of the city of Richmond, entered on the 18th day of July, 1892, in the case of Julien Binford, agent for T. M. Binford, against I. Fein, I will sell at public auction, at No. 10 east Broad street, on the premises, on WEDNESDAY, Angust 24, 1892, at 11 o'clock A. M., the following property, to-wit:

TWO POOL TABLES AND FIXTURES. TERMS: Cash. E. C. GARRISON, H. C. C. R.

AUCTION SALES\_Future Days. By George S. Vashon & Son and A. J. Bradley & Co.,

Real Estate Auctioneers.

TRUSTEES' AUCTION SALE

OF A HOUSE AND LOT IN MANCHESTER, VA.

By virtue of a certain deed of trust dated 24th of December, 1830, and of record in the clerk's office of the corporation of the Hustings Court of the city of Manchester, in D. B., Vol. 12, page 312, default having been made in the nayment of a portion of the debt thereby secured and being required so to do by the beneficiary we will sell by auction, upon the premises, on

premises, on SATURDAY, AUGUST 27, 1892, at 5 o'clock P. M., all that certain lot or parcel of land lying and being in the city of Manchester, Va., beginning at a point on the northern line of Bainbridge street, between the line of the Richmond and Petersburg railroad and Pocahontas street, distant 105 feet from the intersection of the east line of said railroad property and the said north line of Bainbridge street, extending thence eastwardly 25 feet, and fronting on said north line of Bainbridge street, thence back at right angles and between parallel lines 110 feet, more or less. SATURDAY, AUGUST 27, 1892,

more or less.

Terms: Whilst the terms of the deed demand cash, yet by consent more liberal terms will be announced at time of sale.

EDWARD S. ROSE.

JOSEPH W. THOMAS.

GEORGE S. VASHON, Jr.,

angl-td

By Augustine Royall & Co.,

Real Estate Agents and Auctioneers. Office No. 19 Tenth street, Leader Building, Manchester, Va.

TRUSTEES SALE OF TWO HOUSES AND LOTS, (Nos, 31 AND 32 ATKIN-SON'S ADDITION), FRONTING ON THE WEST SIDE OF PIL-KINTON AVENUE, AT PUBLIC AUCTION, ON TUESDAY, AUGUST 30, 1892, AT 6 P. M.

By virtue of a deed of trust executed to the undersigned by Albert Baugh and wife, dated August 13, 1884 and being required so to do by the beneficiary. I will sell at public anction on the day mamed above, LOTS No. 31 and 32 in Atkinson's plan. fronting 33% feet each and 95 feet deep. There are two frame houses on these lots.

TERMS: Cash as to expense of sale, taxes if any be due, and pay a note of \$196.81 with interest from the 13th day of August, 1885, till paid; the residue upon such terms as will be announced at sale.

FILMORE DAVIS,

FILMORE DAVIS,

TRUSTEES' SALE OF VALUABLE REAL ESTATE IN HANOVER COUNTY. NEAR ATLEE'S STATION.

NEAR ATLEE'S STATION.

As trustees in a deed executed by C. E. Johnson, and of record in the clerk's office of the County Court of Hanover county. Deed Book 24, page 150, and by direction of the party named in said deed, we will offer for sale at public auction, on the premises, at 4 o'clock P. M., on

MONDAY, THE 29TH DAY OF AUGUST, ISSE.
that valuable STORE and DWELLING combined, with 14th ACRES OF LAND attached, called Rural Point, and also a tract of land nearly adjacent thereto of 78th acres.

This is a very fine stand for business and a pleasant residence, and is very convenient to Atlee's station. Chesapeake and Ohio railroad. The buildings are commodious and in good condition. We will offer first the tract of 78th acres, and if this does not bring enough to pay off and discharge the deed this will be withdrawn; the store-house and 14th acres will be sold and if not, then the 78th acres will be sold and if not, then the 78th acres will be sold and if not, then the 78th acres will be sold and of not, then the 78th acres and the resume

Trinstees,

Teams: Cash due under and the resumpenses of sale, about 2612, and the resumupon a credit of six, twelve and eighteen
months, with interest the pur haser to receive a deed and to execute a trust deed upon
the property purchased to secure the deferred
payments.

GEORGE P. HAW.
B. O. JAMES.
Trustees.

TRUSTEES SALE OF LAND .- By virtue of a deed of trust executed to the undersigned, trustee, by John J. Mitchell, trustee. on the 1st day of July, 1872, and recorded July 5th, 1872, in Deed-Book 18, page 237, in Nelson County Clerk's office, I will proceed to sell, at public auction, to the highest bidder, on SEPTEMBER 261H, 1892,

that being county court day for said county of Nelson, at the court-house stiles thereof, the HOUSE and LOT lately in possession of said John J. Mitchell, containing about SEVEN ACRES, and lying one mile west of Montreal Depot in said county, being required so to sail by J. B. Peecles, assignee of said deed.

said deed.
TERMYS: \$495.00 will be required in cash, and as to the balance will be made known on day of sale.
au 19-20t
P. B. YOUNG.

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Agent for children, aug-lm Cumberland Courthouse, Va.

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Tickets may be had of members of the company only. The steamer will leave her wharf a 17:30 o clock.

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Agent.

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Expenses per session of a resident student, embracing entrance fees, tnition, board, fuel, lights and washing, about \$205. Of a non-resident student, about \$88.50. Tuition in Law School, if both classes be taken, \$70; if only one, \$47.

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RAILBOADS.

# N-& W Norfolk:Western R.R.

SCHEDULE IN EFFECT JULY 17, 1892.

SCHEDULE IN EFFECT JULY 17, 1892.

LEAVE RICHMOND (DAILY),
BYRD-STREET STATION.

920 A. M., Richmond and Norfolk through
express. Arrive Norfolk 11 35 A. M.
Stops only at Petersburg, Waverly
and Suffolk.

9:00 A. M., For Lynchburg, Roanoke and intermediate stations. No connection
beyond Roanoke except for Winston-Salem division.

12:20 P. M., For Roanoke, Radford, Pulsski,
Bristol and all points South and
West viz the East Tennessee, Virginia and Georgia railroad, Parlor car Petersburg to Roanoke, and
Pullman sleeper Roanoke to Memphis via Knoxville and Chattanooga.

Pullman sleeper Roanoke to Memphis via Knorville and Chattanooga.

2:58 P. M., Daily for Suffolk, Norfolk and intermediate stations, arrives at Norfolk at 6 P. M.

5:45 P. M., Arrives at Norfolk at 9:30 P. M.

11:40 P. M., For Roanoke, Radford, Pulasus, Bristol. Also for Bluefield, Poceahentas, Elkhorn and stations on Clinch Valley Division. Also for Louisville and stations on L. & N.

R. K. via Norton: also for Rocky Mount and all stations on MinstonSalem division. Pullman palace sleeper between Richmond and Lynchburg. Berths ready for occupancy at 9:30 P. M. Also Pullman sleeper Petersburg to Louisville via Norton.

Trains arrive Bichmond from Lynchburg and the West daily at 7:44 A. M., 3:15 P. M. and 7:35 P. M.; and 6:38 P. M.

"Washington and Chattanooga Limited." a frain of Fullman coaches and sleeping-cars, runs daily via Shenandoah Valley route, stopping only at Luray, Shenandoah, Basic. Roanoke and Radford.

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Passenger Agent.

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RICHMOND, FREDERICKSBURG AND PO. TOMAG RAILROAD.—Schodule commence ing APRIL 25, 1882 Eastern standard time.

ing APRIL 25. 1882 Eastern standard time.

8:34 A. M., leaves Byrd-street station daily; stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater, Sleeper Washington and New York, Arrives at Washington at 12:30 P. M.: Balstmore, P. M.: New York, 4: 0 P. M.

11:50 A. M., leaves Byrd-street station daily except Sunday, Buffet Parlor Car Richmond to New York, Arrives at Washington at 4:30 P. M.: Balstmore, 5:24 P. M.: Philadelphia, 7:49 P. M.: New York, 10:35 P. M.

7:05 P. M., leaves Byrd-street station daily. Bleeping car Richmond to New York, Stops only at Ashland, Doswell, Milford, Fredericksburg, Brooke and Widewater. Stops at other stations on Sundays. Arrives at Washington at 1:30 P. M.: Balttmore, 12:58 A. M.: Philadelphia, 3:45 A. M.: New York, 5:50 A. M.

8:50 A. M., arrives at Byrd-street station daily. Sleeper from New York, Stops only at Widewater, Brooke, Fredericksburg, Milford, I ownell and Ashland, Stops at other stations on Sundays, Leaves Washington at 4:30 A. M.

2:25 P. M., arrives at Byrd-street station daily.

and. Stops at other stations on Bundays. Leaves Washington at 4:30 A.M. Byrd-street station daily. Stops at Fredericksburg, Milford. 10 well and Ashland. Sleeper from New York to Washington and

9:35 P. M., arrives at Byrd-stroet station daily except Sunday. Buffet Parloc Car New York to Richmond. Leaves Washington to 7: Buffet Parloc Car New York to Richmond. Leaves Washington at 2:07 P. M. FREDERICKSBURG ACCOMMODATION.

DAILY EXCEPT SUNDAY. 4.00 P. M., leaves Byrd-street station; arrives at Fredericksburg at 6:36 P. M. 8:40 A. M., arrives at Byrd-street station; leaves Fredericksburg at 6:05 A. M. ASHILAND TRAINS.

5:48 A. M., leaves Fiba; arrives at Ashland at 6:12 P. M., leaves Elba; arrives at Ashland at 6:5: P. M. 5:35 P. M.

6:35 A. M., arrives at Elba; leaves Ashland as
6:35 P. M. arrives at Elba; leaves Ashlandas
5:18 P. M.

C. A. TAYLOR, Traffic Manager.

E. T. D. Myers. General Superintendent.

A TLANTIC COAST LINE. RICHMOND AND PETERSBURG RAILROAD TIME TABLE.

Commencing SUNDAY, MAY 22, 1802, at 2 A. M., trains on this road will run as follows:

THALN No. Bichmond. Petersburg.

\*9:00 A. M. 8:25 A. M. Norfolk Special.
\*9:15 A. M. 10:00 A. M. Through Train.
\*5:10 P. M. 8:35 P. M. Accommodation.
\*10:20 P. M. 1:00 P. M. Accommodation.
\*2:68 P. M. 3:35 P. M. Fast Mail.
\*5:45 P. M. 5:40 P. M. Norfolk Connec n.
\*11:40 P. M. 12:25 A. M. Accommodation.
\*7:10 A. M. 8:20 A. M. Sunday Accom.
\*4:30 P. M. 5:45 P. M. Sunday Accom.

TRAINS NORTHWARD.

14— '7:05 A. M. 7:44 A. M. Fast Mail.

52— 7:30 A. M. 8:35 A. M. Accommodation
34— '9:50 A. M. 10:30 A. M. Norfolk frain.
38— '1:35 P. M. 2:15 P. M. N. W. Connec'n
78— '5:39 P. M. 6:28 P. M. Through Train.
26— '6:00 P. M. 6:38 P. M. Norfolk Special
40— '7:00 P. M. 7:45 P. M. Accommodation
41— 8:40 A. M. 9:35 A. M. Sunday Accom.

\*Daily.

STOPPING PLACES.

Nos. 14, 33 and 35 make no stops. Nos. 23, 34 and 78 stop on signal at Manchester. Brewrys. Centralia and Chester. No. 37 stops on signal at Manchester only for passengers purchasing tickets to regular stopping places for this train south of Petersburg. Nos. 32, 25, 37, 38, 39 49, 41, 42, 43, 44 and 45 will stop on signal at all stations. Pullman Palace Buffet sleeping oars on all through trains. On trains Nos. 37 and 14 sleeping-cars between Richmond and Lynchburg, Va.

NEW LINE TO ATLANTA CA

NEW LINE TO ATLANTA, GA.

Leaving Richmond 8:15 A. M. daily; arriving Weldon 18:20 P. M. and at Atlanta 9 A. M. via S. A. L. Through sleepers Richmond to Weldon Weldon 12:30 P. M. and at Atlanta 9 A. M. via 8.
A. L. Through sleepers Richmond to Weldon and Weldon to Atlanta.

THE ONLY ALL-BAIL LINE TO NORFOLE.

Richmond. 9:30 A. M. Norfolk. 9:30 P. M. Hichmond. 5:45 P. M. Norfolk. 9:30 P. M. Richmond. 10:30 A. M. Norfolk. 4:30 P. M. Richmond. 10:30 A. M. Norfolk. 4:30 P. M. Richmond. 10:30 A. M. Norfolk. 4:30 P. M. Richmond. 5:38 P. M. The trains leaving Richmond at 9:30 A. M. and Norfolk at 4:30 P. M. are solid trains between these two points. and passengers go through without change of cars. Close conjections are also made at fetersburg by the 5:45 P. M. and 2:38 P. M. trains from Richmond for Norfolk.

Trains leaving Richmond at 9:30 A. M. 12:20 P. M. and 11:40 P. M., and arriving at Richmond at 7:44 A. M. 2:15 P. M. and 7:45 P. M. make close conjection at Petersburg to and from Farmville, Lynchburg and West.

R. M. SULLY.

Ruperintendent.

Superintendent.
E. T. D. MYERS.
General Superintendent.
T. M. EMERSON, Traffic Manager.

RICHMOND CITY AND SEVEN PINES Trains leave station. Twenty-sixth and P streets as follows:
Leave Leave

Bichmond 6:30 A. al. 12:00 M. 2:30 P. M. Seven Pines. 5:30 A. M. 7:30 A. M. 1:10 P. M. 5:4 P. M. Leave Seven Pines FRO A. M. SEO P. M.

Forty-five minutes run each way Electris cars pass station.
Forfurther information call Phones No. 656 or In effect July 15, 1892.

FARMVILLE AND POWHATAN

RAILROAD.

GENERAL OFFICE, 703 MAIN STREET.
SCHEDULE IN EFFECT MAY 23, 1822.

LEAVE RICHMOND.

12:00 P. M. via Atlantic Coast Line for Farmville and intermediate pounts west
of Chester.

5:45 P. M. via Atlantic Coast Line for Bermuda.

ARRIVE RICHMOND. anaive mounds.

10:30 A. M. vis Atlantic Coast Line from Farm-ville and intermediate stations went of Chester.

8:25 A. M. vic Atlantic Coast Line from Ber-

All trains daily except Sunday.

All trains daily except Sunday.

Tickets on sale and Daggago checked through at
UNION DEPOT.

General Passenger Ayeat.

JAMES R. WESTE. General Manager. min 29

PILES Remedy Froe. INSTANT RELIEF, Find our in Judays. Never returns: no purge; no salvet no suppository. A victum tried imple ours, which he will mail free to his fallow sufferers. Address Address

RAILROADS.

RICHMOND & DANVILLE R. R.

SHORTEST AND QUICKEST ROUTE SOUTH AND SOUTHWEST. SCHEDULE IN EFFECT JULY 24, 1301

LEAVE RICHMOND:
TRAIN NO. 11, 2:20 A. M.

COUTHERN EXPRESS, daily for Danvilla, Sigreensboro, Winston-Salom, Connects as keysville for Clarksville, Oyford, Henderson, Durham and Raleigh through sleeper Richmond to Bandloman, Salisbury, Asheville, Hot Springs, Charlotte, Columbia, Aiken, Augusta, Atlanta, Birmingham, Montgomery, New Orleans, Texas and California, Pullman palace sleeping-cars Richmond to Danville and Danville to Asheville, Hot Springs and Enoxylla, also Danville to Atlanta.

L'AST MAIL, daily, for all points South and Soutwest, Connectis at Danville with Pullman Sleeper for Augusta and Atlanta: Greensboro for Durham, Raleigh, &c. Connects at Salisbury for Asheville and Western North Carolina stations. Washington and Southwest Vestibuled Limited, South-bound, leaves Danville 5:50 A. M.

TRAIN NO. 17, 6:50 P. M.

6:50 A. M.

TRAIN NO. 17, 6:50 P. M.

A MELIA ACCOMMODATION. daily except Sunday for Amelia Courthouse and intermediate points.

ARRIVE AT RICHMOND.

Train No. 12, 6:50 A. M.: No. 10, 5:30 P. M.; Na. 13, 8:45 A. M.

YORK RIVER LINE VIA WEST POINT DAILY EXCEPT SUNDAY.

THE FAVORITE ROUTE TO BALTIMORE PHILADELPHIA AND NEW YORK

LEAVE RICHMOND:
TRAIN No. 10, 5:10 P. M.

LOCAL EXPRESS, daily, except Sunday.

Stops at all stations. At Lester Manor coancets with stage for Walkerton; also connects with stage for Walkerton; also connects with Baltimore steamer at West Point.

TRAIN No. 16, 4:45 P. M.

BALTIMORE LIMITED daily, except Sunday, for West Point, connecting with York river steamer for Baltimore. At Baltimore steamers connect with Baltimore and Ohio rail, road for Washington. Philadelphia and New York. FARE: Richmond to Baltimore. \$2: to Washington. 83: to Philadelphia, 84:80: New York, \$7.30.

STEAMERS LEAVE BALTIMORE S.P. M.

OR WEST POINT, daily, except Sunday, thense by Richmond and Danvill's railroad to Richmond, arriving at 9:05 A. M. and 10:41

A. M.

T. OCAL MIXED delly areas Sanday.

to Richmond, arriving at \$205 A. M. and 10:41
A. M. TRAIN No. 44, 6:30 A. M.

I OCAL MIXED, daily, except Sunday: leaves
Twenty-third street station for West Point
and intermediate points.

Ticket office at station foot of Virginia streets
oven 8:50 A. M. to 6:00 P. M., and from 9:00 to
3:20 A. M.

City ticket office, 201 Main street.
SOL. HAAS,
Trafic Manager.
Gen. Passenger Agent.
W. H. GREEN, General Manager.
E. BERKELEY, Superintendent.
J. S. POLIS, Passenger Agent.
9:9 Main street, Richmond.

CHESAPEAKE AND OHIO RAILWAY COM-

SCHEDULE IN EFFECT JUNE 06, 1892. No. Richmond. BROAD-STREET STATION.

2- 5:00 A. M. Daily for Old Point.

82- 9:00 A. M. Daily for Norfolk and Old Pt. Stops only at Williamsburg.

5- 8:00 P. M. Daily for Norfolk and Old Pt. Except Sunday for Clifton Figs.

1- 2:00 P. M. Daily for Cincinnati.

8- 19:45 P. M. Daily for Cincinnati.

31- 6:35 P. M. Daily for Doswell.

No. Richmond. EIGHTH-STREET STATION. 9- 9:00 A. M. Daily for Lyn'bg&Clifton Figs 11- 4:80 P. M. Daily for Lynchburg.

No. 5. Parlor Car for Clifton Forge connects at Gordonsville for Washington; at V. M. Junction for Lynchburg; at Basic City for Shenandoah Valley, North and South, and at Staunton for Harper's Ferry.

No. 1. Pullman for Cincinnati and St. Louis; supper in Dining Car.

No. 3. Pullman and Dining Car for Cincinnati. No. 31. Connects at Doswell for Washington. No. 22. Pullman for Old Point, connects at Old Point for Norfolk daily except Sunday.

No. 32. Vestibula train for Old Point and Norfolk.

folk.
No. 4. Pullman for Old Point, connects for Norfolk.
No. 9. Solid train for Lynchburg and Clifton Forge No. 11. Parlor Car for Lynchburg. TRAINS ARRIVE AT RICHMOND. Arrive. | BROAD-ST. STATION.

11:80 A. M. Daily from N'rf'lk and Old Pt. 6:30 P. M. Daily from N'rf'lk and Old Pt. 10:20 P. M. Daily from N'rf'lk and Old Pt. 5:25 A. M. Daily from Concinnati. 8:30 A. M. Daily from Doswell. 19:00 P. M. Daily from Cincinnati. 7:30 P. M. Ex. Sunday from Clifton Pgs. No. Arrive. | EIGHTH-ST. STATION.

JOHN D. POTTS,

Division Passenger Agent.

VIRGINIA STEAMBOAT COMPANYS
Cheapest and most pleasant route to Norfolk
Portsmouth, Old Point, Newport News, Clare
mont and James River isndings. Connections at NEWPORT NEWS (1911) POINT and NORFOLK for Hampton and Smithfield, Va., Washington, D. C., Baltimore, Philadelphia and New
York James hiver by davlight. Great tourist
line Jamestown, Jutch Gap and var scenery.
Rates less than half charged by rail. Fars to
Portsmouth and Norfolk, 21 50; \$2.50 round trib;
Elsecont.class. Leaves Richmond every MONDAY, WEDNESDAY AND FRIDAY AT 7 A. M.
GSTREET-CARS GO DIRECTLY TO STEAM
LR'S WHAIR For above, named places. Through
tickets on sale on steamer and at Garber's
Agency No. 201 Main atreast. Baggage checked EN'S WHARF for above-named places. Inrough tickets on sale on steamer and at Garber's Agency. No. 201 Main street, Bagsage checked through: tate-rooms engaged for day or night recipit: Freight received daily for above-named places and Eastern North Carolina also, for Eastern Shore of Virginia and all regular isndings on the James rive, at LOW-EST RATES, and through bills issued.

LUCIEN B. TATUM, Vice-President.
No. 1117 Main street and Rocketts.
IRVIN WEISIDER, Freight and Fassenger Aseat.

PHILADELPHIA. RICHMOND AND NOB-FOLK STEAMSHIP COMPANY. Appointed sailing days every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M. Freight for Tuesday's and Friday's steamers re-ceived till 11:30 A.M. For Sunday's steamer till 5 P. M. Saturday freight received daily till 5 P. M. Saturday freight received daily till 5 P. M.

General Southern Agent Office, Rocketts W. P. CLYDE & CO. OLD DOMINION STEAMSHIP COMPANY.



and SATURDAY at 3
P a arriving in Riching RN N. 3
Vassenger accommodations unsurgassed.
Labin fare to New York including meals
and berth via James river fouts. \$ 900
Round trip tickets, limited to thirty days
after is e of is 40
Round trip tickets. Insistence. 500
Round rich are via chaspeake and this railwar and fictimond and Fetersiurg
railroad tickets imited to four days. 900
Round trip tickets, limited to fifteen
days.

ickets can be obtained at Richmond Trans-

Tickets can be obtained at Richmond Transfer Comeany 201 cast Main street; the sapeake and Ohlo and Richmond and Petersburg depots, and at the company's office, 1201 cast Main street, and wharf, Rocketts.

Froight received daily until a P. M.
Passengers leaving Richmond on MONDAYS, WEDNESDAYS, THURSDAYS and SATURDAYS by the Chesapeake and Ohlo ratilway (via Newport News) at 9.0 A. M. and 3 P. M., and by Richmond and Petersburg railroad, same days, at 9 A. M. and 2.08 P. M. will make connection at Norfolk with steamers leaving those days.

those days.
GEORGE W. ALLEN & CO., Agents.
No. 1301 Main street, call
iv 19-11 Company's Wharf Rock etc.

WHITTET & SHEPPERSON